



## **Introducing a minimum learning period for learner drivers – Consultation Response**

### **Further mandatory requirements**

**In addition to holding a provisional licence and passing a theory test, do you agree or disagree with the introduction of further mandatory requirements for learner drivers before they can take a practical car driving test?**

Agree

#### **Why?**

Systematic reviews of evidence on graduated driving licenses show graduated licensing reduces collisions and injuries by young drivers.

### **Age group for requirements**

**In your view what age of learner car driver should the further mandatory requirements be applied to?**

17- to 25-year-olds (and 16-year-olds in receipt of a qualifying disability benefit) only

#### **Why?**

This age group is disproportionately at risk of being involved in a collision causing fatality or serious injury. Young drivers aged 17-24 constitute 6% of license holders but are involved in 24% of fatal and serious collisions. [\[Introducing learner drivers | PDF\]](#)

### **Minimum learning period**

**Do you agree or disagree that any new mandatory requirements should include a minimum learning time period between passing a theory test and being able to take a practical car driving test?**

Agree

#### **Why?**

A minimum learning period is a key element of graduated driver licensing, which has been shown to reduce collisions, fatalities and injuries.

However other measures should be added, in addition to the minimum learning period. These include restrictions on driving with more than one passenger or passengers under a specified age and restrictions on night time driving for the first six months.

### Length of learning period

**In your view how long should the time period be?**

12 months

#### **Why?**

Setting a minimum learning period of one year would allow young people to gain experience of a wide range of driving conditions including driving in adverse weather and night time driving.

**In your view if we did introduce a minimum time period before a learner driver can take a practical car driving test, should the validity length of the theory test certificate be extended?**

Yes

**Do you agree or disagree that new mandatory learner requirements should include a minimum number of car driving hours?**

Agree

#### **Why?**

A minimum learning period is a key element of graduated driver licensing, which has been shown to reduce collisions, fatalities and injuries. This can only be effective if it includes sufficient time for supervised driving practice.

**In your view what should be the minimum required number of car driving hours?**

120 hours

### Content of learner requirements

**Do you agree or disagree that new mandatory learner requirements should include:**

A mandatory modular learning syllabus to complete – Agree

A mandatory logbook to complete – Agree

Mandatory e-learning to complete – Disagree

#### **Why?**

We support a mandatory learning syllabus only if it includes supervised driving hours in specific scenarios, rather than e-learning. The evidence on drive education does not show that structured education on its own leads to a reduction in collisions or injuries.

## Exemptions

**In your view should some learner drivers be exempt from any new mandatory requirements for learner drivers?**

No

## Application to drivers with offences

**Do you agree or disagree that any new mandatory learner requirements should apply to a driver:**

Whose licence is revoked for receiving at least six penalty points during their probationary period – Agree

Who has been disqualified from driving for committing motoring offences and has been ordered by a court to retake a driving test (ordinary or extended) – Agree

**Why?**

This would reduce exposure to unsupervised unsafe driving.

## Final comments

**Any other comments?**

The Faculty of Public Health is very pleased that the Government is taking steps to improve road safety. Safety concerns are the prime reason given, especially by women and other vulnerable road users, for reluctance to use active travel or public transport. Ensuring that our streets feel safe enough for people to walk and cycle, either for all or part of their journeys, is essential if we are to improve air quality, reduce carbon emissions and congestion, increase physical activity and improve social connectivity and productivity.

We are disappointed, therefore, that the most effective methods to make our roads safer are not included in the consultation. These are:

- To introduce 20mph speed limits on all roads in built up areas;
- To reduce miles travelled by motorised vehicles, especially private cars, and increase miles travelled by active means and public transport.

We would also note that while we welcome the additional powers being given to local authorities (including regarding pavement parking), there is a need for strong national messaging on safe and considerate driving together with funding for enforcement to support local area implementation.